

## CHAPTER 7

### SHIPS AND AIRCRAFT

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#### Section I. GENERAL

7000. Purpose. This chapter sets forth, in general terms, those aspects of the customs inspection of ships and aircraft returning from overseas to the CTUS which are operated by/for the Department of Defense. Departmental regulations will be issued covering specific aspects not covered herein.

7001. Scope. This chapter applies to ships and aircraft, crewmembers, and to military elements involved in ocean and air terminal operation and management. Specific requirements regarding customs inspection of passengers, crewmembers, cargo, household goods, baggage, mail, and military impedimenta are covered within specific chapters elsewhere in this regulation.

7002. Responsibilities. a. Any DOD component which operates, sponsors, or provides terminal services to a ship or aircraft arriving in the CTUS from outside the CTUS is responsible for timely notification to the appropriate US Customs office of that ship or aircraft's departure point and expected arrival time at the US port of entry, for coordinating the arrangements to obtain border clearances, and for providing such assistance to the US Customs Service, Department of Agriculture, and other border clearance agencies, as may be required.

b. The military departments which operate ships and aircraft moving into the CTUS from overseas are responsible for establishing procedures to ensure compliance with the provisions of this regulation, agreements between DOD and US Customs Service, or other appropriate Federal agencies, and laws and regula-

tions of those agencies. This includes preventing the introduction into the CTUS of prohibited foodstuffs which have not been consumed by individual passengers or crewmembers prior to arrival at the US port of entry.

c. The ship or aircraft commander is responsible to provide the required customs documentation to boarding US Customs and Agriculture officials upon arrival at the ocean or air terminal of first berthing/landing within the CTUS. Such documentation will include completed Customs Form 7507 (General Declaration) (fig. 7-1 ). The ship or aircraft commander will not permit any cargo, baggage, or equipment to be removed from the landing place without permission from the designated customs official. Additionally, he/she will not allow any passenger or crewmember to depart from the landing place prior to completion of the customs inspection. Removal of cargo and/or departure of personnel may be allowed should such be necessary for the safety or preservation of life or property.

7003. Coordination. Regulations of the military departments and other DOD components will include specific clearance procedures for the following:

a. Ship or aircraft.

b. Passengers and crewmembers, to include medical crews and attendants.

c. Arrangements for maintaining a sterile environment for personnel who have departed the ship/aircraft, but have not been cleared by customs.

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d. Cargo, including personal property and accompanied baggage, placed on board the ship or aircraft as either hold/checked baggage or cabin baggage.

e. Maintaining the security of the ship or aircraft and its contents pending arrival of customs officials, should the officials not be immediately on-hand upon arrival.

f. Coordination with the appropriate District Director of the US Customs Service.

7004. Personnel training. Training guidelines are contained in appendix B. Commanding officers will ensure that an appropriate number of personnel receive formalized instruction in customs procedures.

## Section II. SHIPS

7005. General. a. All ships entering the CTUS will have undergone, prior to arrival at the first US port of entry, a complete military customs inspection. Such inspection will be performed to preclude illegal entry of contraband into the CTUS and to ensure that all personnel on board are properly declared for border clearance purposes.

b. The commanding officer of each ship is responsible for presenting to US Customs officials at the first US port of entry a manifest of all cargo loaded aboard his ship in foreign ports for discharge in the CTUS. Such manifest shall also be presented to the military ocean terminal operator.

c. When crew and vessel, but not cargo, are cleared at the first US port of entry, the commanding officer will notify US Customs at subsequent ports of entry of cargo on board for discharge, and present a cargo manifest.

d. Customs inspection and clearance of DOD manifested cargo are discussed in chapter 5 of this regulation.

7006. Inspection requirements. a. The commanding officer of each military operated ship entering the CTUS is responsible for ensuring that a complete customs inspection has been accomplished prior to arrival at the US port of entry.

b. The inspection of the ship will be conducted to preclude the use of the "ship, its cargo and equipment, or the personnel on board, for the illegal introduction of drugs, narcotics; and other contraband into the CTUS.

c. The inspection should be accomplished at

the last port-of-call before entry into the CTUS. This permits support from land-based Military Customs Inspection activities at the port and maximizes effectiveness of the inspection. If, however, due to mission requirements, size or nature of the ship, inspection resources, or port considerations, inspection prior to departure is not practical, the inspection may be conducted while underway.

d. A customs inspection plan will be prepared for each ship operating outside the CTUS. The plan will be developed to outline those procedures to be followed in ensuring the conduct of an effective inspection. The plan will include procedures, both for inspecting the ship, and its cargo and personnel, and for completion and collection of personal declarations.

7007. Inspection procedures. a. Inspections will normally be performed by trained and designated MCIs, who are either from shore-based activities or are assigned to the ship. Each military-operated ship will maintain at least one MCI within its crew. In those instances where MCI training is not available, or where crew size makes such impractical, this requirement may be waived by the unified/specified commander to which the ship is assigned. When an MCI capability does not exist, the commander of the ship will appoint an officer to conduct the inspection.

b. Specific areas to be inspected will include, as a minimum—

(1) Ship spaces, such as lockers, boats, cargo holds, living areas, and embarked aircraft.

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(2) Cargo and equipment on board, to include organic equipment of units embarked.

(3) Postal facilities, to include post offices, postal equipment, stowage areas, and drop boxes.

c. All personnel on board and their baggage will be inspected. This includes passengers, crew members, security personnel, observers, and civilian technicians. Inspection of personnel will be conducted as stated in chapter 4 of this regulation. As part of the customs inspection, and in preparation for clearance at the US port, all personnel will complete a personal declaration, DD Form 1854 (fig. 4-1).

d. Contraband seized during inspections prior to departure from the overseas port will be turned over to the appropriate shore-based law enforcement agency. Contraband seized during inspections, while underway, will be turned over to the US Customs officials at the US port of entry.

7008. Clearance. a. Ships will normally arrive at US ports of entry which are well established and have border clearance officials readily available. Clearance will be expedited by these officials by virtue of the Military Customs Inspection. The degree of reinspection is the prerogative solely of the clearance officials.

b. All personnel will have available for inspection by US Customs and US Department of Agriculture clearance officials all dutiable, prohibited, and restricted items. (Refer to chap. 8

of this regulation and the reverse of DD Form 1854 for information on prohibited/restricted items and duty-free status and entitlements.)

c. Clearance officials will be briefed on procedures used in the customs inspection of the ship and on the qualifications of personnel who conducted the inspection.

d. The commanding officer of the ship will complete, and provide to the clearance officials, written certification that a customs inspection has been completed (sample format for certification at fig. 7-2).

e. In addition to the timely notification of ship schedules, cited in paragraph 7002 above, military elements operating in the US ocean terminals will provide, if available, transportation for border clearance officials to and from inbound ships. This is to permit clearance processing as early as possible before berthing.

7009. Shipboard mail. a. Commanding officers of ships are responsible for instituting mail control procedures on board, in accordance with paragraphs 6002 and 6003, to preclude the trafficking of contraband in official and personal mail.

b. All mail on ships entering the CTUS, except first class mail, addressed to a point in the CTUS, will be dispatched in pouches marked "supposed liable to customs inspection." First class suspect mail, addressed to a point in the CTUS, will be inclosed in official envelopes and forwarded as prescribed in paragraph 6003e.

## Section 111. AIRCRAFT

7010. General. All aircraft departing overseas areas for destinations within the CTUS, except as indicated in paragraph 7013c below, will undergo a predeparture customs inspection. These aircraft will be formally cleared, and be subject to reinspection, by US Customs and Agriculture officials at the US port of entry.

7011. Terms defined. a. *Aircraft*. Any military or civilian aircraft operated by or for the Department of Defense.

b. *Operations officer*. The Operations officer of the Aerial Port Squadron or, in the absence of such, the Chief of Airfield Management.

c. *Aerial Port of Embarkation (APOE)*. An aerial port, either in the US or overseas, where passengers and/or cargo are loaded aboard an aircraft for transport to another location.

d. *Aerial Port of Debarkation (APOD)*. An aerial port, either in the US or overseas, where

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passengers and/or cargo are offloaded upon completion of a trip by air transport.

*e. Regular Foreign Clearance Base (FCB).* An Air Force base within the continental limits of the US which is designated as an entry point from any foreign area. US border clearance facilities are available at regular FCB's.

*f. Special FCB.* An FCB within the continental limits of the US which is designated for entry of aircraft operating under specific projects. Such aircraft are to receive US border clearance as provided in the US Air Force Foreign Clearance Guide (FCG).

7012. Responsibilities. a. Any DOD component which operates, sponsors, or provides airfield services to an aircraft arriving in the CTUS from outside the CTUS is responsible for timely notification to the appropriate US Customs office of that aircraft's departure point and expected time of arrival at the US port of entry, for coordinating the arrangements to obtain border clearance, and for providing required assistance to border clearance personnel.

*b.* Unified and specified commanders are responsible for ensuring that all aircraft departing their area are inspected by properly designated MCI personnel to prevent the trafficking of drugs, narcotics, controlled substances, and other contraband.

*c.* The commander/commanding officer at the departure airfield outside the CTUS is responsible for providing the commander/commanding officer at the intended US port of entry the following information:

(1) Last point of departure outside the CTUS.

(2) Aircraft data, such as aircraft type (operational or transport/organic or commercial), flight number, and aircraft identification.

(3) Number of passengers and category, i.e., military, civilian, dependents, foreign nationals (military or civilian), or diplomatic.

(4) If appropriate, any requirement for a "Permit to Proceed," to include rationale.

7013. Special procedures. a. Aircraft departing

from a point outside the CTUS that is less than 3 hours flight time from the point of entry into the CTUS will pass notification to the US port of entry by radio as soon as practicable after takeoff. Notification will include the information in paragraph 7012c above.

*b.* Navy aircraft embarked on aircraft carriers which normally fly off to naval air stations in the CTUS, in advance of the carrier's arrival, require special notification and coordination procedures.

*c.* Aircraft of military units based in the US, which transport, as their primary mission, high-level US Government officials, and routinely employ on-board security personnel, may be exempted from the requirement for a pre-departure inspection when carrying code 1, 2, or 3 (as defined in AR 95-11/AFR 102/OP-NAVINST 3722.8J) passengers. This provision in no way exempts such aircraft from inspection by US Customs at US ports of entry, or from foreign country customs/border clearance requirements.

7014. "Permit to Proceed" procedures. Aircraft which do not receive full customs clearance at the first US port of entry, and subsequently are allowed to continue on to another US port of entry, with uncleared passengers, baggage, and/or cargo, will do so under the authority of a "Permit to Proceed." This "Permit to Proceed" will be provided by the customs officials at the first port of entry and will normally be in the form of a stamp or other appropriate entry on the Customs Form 7507. The "Permit to Proceed" will be provided for movement to a specific second port of entry, and will include requirements to be met at the second port of entry.

*a.* As soon as the aircraft departs the first port of entry on a "Permit to Proceed," the operations officer will notify the aircraft's destination airfield, by message, radio, or telephone, as appropriate, that the aircraft is en-route to that airfield on a "Permit to Proceed," and that customs clearance will be required upon arrival.

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b. Commanders of aircraft proceeding on a "Permit to Proceed" will notify the destination airfield as in paragraph 7014a above.

c. A copy of the document bearing the "Permit to Proceed" will be provided to the customs officials at the destination airfield upon arrival.

7015. **Unscheduled landings.** a. When an aircraft makes an unscheduled landing, as in an emergency or for precautionary reasons, at an airport where a border clearance cannot be immediately obtained, the aircraft commander

will ensure that no cargo, baggage, or equipment is removed from the aircraft and that no passengers or crewmembers depart the landing area unless it *is* necessary for the safety or preservation of life or property or unless a sterile area is available.

b. If at all possible, scheduled MAC passenger flights should use established APOD's or international commercial airports for unscheduled landings in the US. Other aircraft should use the regular or special FCB's, or civil aerodromes of entry, as provided in the FCG.

#### Section IV. AIRCRAFT CUSTOMS CLEARANCE INSPECTION AT SPECIAL FOREIGN CLEARANCE BASES

7016. **General.** US Customs officials are normally assigned to perform customs clearance functions at regular FCB'S. These functions may, with prior authorization from the US Customs Service and the Department of Agriculture, be performed at special FCB'S by military personnel specifically trained and designated as MCI(E) 's.

7017. **Responsibilities.** DOD components operating aircraft into the CTUS are responsible for the establishment and management of the procedures at all special regular FCB'S necessary to ensure compliance with the provisions of this regulation. Specifically,

a. Commanders of regular/special FCB'S will—

(1) Establish local border clearance inspection procedures in accordance with this regulation, the FCG, and DOD component law enforcement regulations.

(2) Establish local procedures to ensure that all entry and departure requirements for aircraft, crewmembers, and passengers specified in this regulation and the FCG are met.

(3) Designate an appropriate function or official to furnish timely advance notice of air-

craft arrivals and departures to US Customs officials.

(4) Maintain an active liaison with the appropriate local or district office of the US Customs Service and Department of Agriculture.

(5) Provide adequate office and inspection facilities for customs activities.

(6) Provide, through representatives of customs offices, briefings for crewmembers and other personnel traveling on DOD aircraft.

(7) Maintain an adequate **supply** of all required US border clearance forms and publications.

(8) Provide funds for overtime pay of US Customs and Agriculture officials, in **accordance** with paragraph 3011.

(9) Facilitate efficient **and** expeditious inspection and clearance of aircraft, **crewmembers**, passengers, and cargo by customs officials.

b. **Commanders of US APOD's.** In addition to the other requirements set forth in this regulation, commanders of US APOD's will, when requested, arrange for return transport of passengers to the point of origin when such passengers have been denied admission into the US by immigration officials.

Customs Form 7507  
DEPARTMENT OF THE TREASURY  
57, 63, 69, C. R.  
March 1969

GENERAL DECLARATION

(Outward/Inward)

Form approved.  
O.M.B. No. 43-20159

AGRICULTURE, CUSTOMS, IMMIGRATION, AND PUBLIC HEALTH

Owner or Operator \_\_\_\_\_

Marks of Nationality and Registration 1) \_\_\_\_\_ Flight No. \_\_\_\_\_ Date \_\_\_\_\_

Departure from \_\_\_\_\_ (Place) Arrival at \_\_\_\_\_ (Place)

FLIGHT ROUTING (“Place” Column always to list origin, every en-route stop and destination)		
PLACE	TOTAL NUMBER 0? CREW 1)	NUMBER OF PASSENGERS ON THIS STAGE 2)
		Departure Place:
		Embarking _____
		Through on same flight _____
		Arrival Place:
		Disembarking _____
		Through on same flight _____
<u>Declaration of Health</u>  Persons on board known to be suffering from illness other than air sickness or the effects of accidents, as well as those cases of illness disembarked during the flight:  _____  _____  _____  Any other condition on board which may lead to the spread of disease:  _____  Details of each disinsecting or sanitary treatment (place, date, time, method) during the flight. If no disinsecting has been carried out during the flight give details of most recent disinsecting:  _____  _____  Signed, if required _____ Crew Member Concerned		For official use only

I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration are complete, true and true to the best of my knowledge and that all through passengers will continue/have continued on the flight.

SIGNATURE \_\_\_\_\_  
Authorized Agent or Pilot-in-Command

- 1) To be completed only when required by the State.  
2) Not to be completed when passenger manifests are presented or IM to be completed only when required by the State.

Figure 7-1. General Declaration (Customs Form 7507).

**GENERAL DECLARATION****Notes and Specifications**

**NOTE 1.**—An arrival-departure card (Immigration Form 1-94) for each passenger on board shall be presented to the immigration officer at the port of first arrival.

**NOTE 2.**—List surname, given name and middle initial of each crewmember in the column headed "Total Number of Crew."

**NOTE 3.**—Air cargo manifests shall be attached hereto.

**NOTE 4.**—If copies of air waybills/consignment notes are attached, their numbers shall be entered on separate cargo manifest Form 7509 to be attached hereto. If copies of air waybills/consignment notes are not attached to this form, a separate cargo manifest Form 7509 completed to show the full information required shall be furnished.

**NOTE 5.**—If the airline or operator consolidates a shipment with other shipments, or encloses the goods in other wrappers or containers, either separately or with other goods, the changes in packing and/or marks and numbers must be clearly stated in the air waybill/consignment form.

**NOTE 6.**—Declaration of Health (U. S. Public Health Service requirements):

**First two items.**—To be completed immediately upon landing or immediately before landing, by pilot-in-command or appropriate crewmember designated by him. Make entries in clear handwriting. Person making entries is to initial the first item unless he signs the general declaration.

**Third item.**—If entry is duplicated, it is to be (a) initialed by person signing the general declaration, or (b) signed by his authorized agent having knowledge of measures applied.

**NOTE 7.**—This General Declaration and/or attached manifests or air waybills should not bear erasures or corrections except those approved by the proper public authorities concerned nor contain interlineations or several listings on the same line. As many extra sheets may be added as necessary.

This form, and the entries on this form, must be typewritten or printed with ink or dye that will not fade or "feather" within 20 years, in a type size, style, and intensity and evenness of impression that will render every letter legible. The forms must be 8 1/2" x 14" on white paper that will not discolor or become brittle within 20 years; if dittoed, paper must be substance 40, 17" x 22", 1,000-sheet basis; if typewritten, paper must be bond manifold 25% rag, substance 28, 17" x 22", 1,000-sheet basis.

The information requested by the official General Declaration may be furnished on ICAO Annex 9, Appendix 1, provided the form approximately (but does not exceed) 8 1/2" x 14", and is printed on white paper of appropriate quality. The form and entries thereon must conform to specifications to permanent legibility.

(For sale by district directors of customs. This form may be printed by private parties provided it conforms to official form in size, wording, arrangement, and quality and color of paper.)

GPO 503-784

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US CUSTOMS VESSEL DECLARATION

VESSEL NAME \_\_\_\_\_

PORT OF ENTRY \_\_\_\_\_

- 1. Date ship departed CONUS:
- 2. Ports of call since departure:
- 3. Last foreign port/date of departure:
- 4. Date of return to US: ∞
- 5. Total personnel on board :
- 6. **Prearrival** military customs inspection **IAW** requirements of DOD 5030.49R have been completed. Results of inspection are:

a. Following **types/quantities** of drugs and narcotics:

b. Following types/quantities of other contraband:

- 7. Following foreign purchases for ships' stores remain on board.

NAME \_\_\_\_\_

GRADE \_\_\_\_\_

COMMANDING OFFICER,

Figure 7-2. Certification by commanding officer of a ship.